

Authority: 12 U.S.C. 375b, 1462, 1462a, 1463, 1464, 1467a, 1468, 1817, 1828, 3806; 42 U.S.C. 4106.

§§ 563.8, 563.49, 563.72 [Removed]

23. Sections 563.8, 563.49 and 563.72 are removed.

24. Section 563.41 is amended by removing the period at the end of paragraph (b)(10)(iv) and adding a semicolon in its place, by adding paragraph (b)(11), by removing paragraph (d)(1), by redesignating paragraphs (d)(2) through (d)(7) as paragraphs (d)(1) through (d)(6), respectively, and by removing the phrase "After January 1, 1995, any" in the introductory text of newly designated paragraph (d)(1) and adding the word "Any" in its place, to read as follows:

§ 563.41 Loans and other transactions with affiliates and subsidiaries.

* * * * *

(b) * * *

(11) The term *capital stock and surplus of the savings association* means "unimpaired capital and unimpaired surplus" as defined at § 563.93(b)(11) of this part.

* * * * *

§ 563.42 [Amended]

25. Section 563.42 is amended by removing the phrase "§ 563.41, any bank, any savings association in a structure qualifying under § 563.41(d)(1) of this part or, after January 1, 1995," in paragraph (d)(1), and by adding in lieu thereof the phrase "§ 563.41 of this part, any bank, or".

26. Section 563.43 is amended by adding paragraph (f) to read as follows:

§ 563.43 Loans by savings associations to their executive officers, directors and principal shareholders.

* * * * *

(f) References to the term "unimpaired capital and unimpaired surplus" shall be deemed to refer to "unimpaired capital and unimpaired surplus" as defined at § 563.93(b)(11) of this part.

§ 563.52 [Amended]

27. Section 563.52 is amended by removing the phrase "§ 584.6 of this chapter" in paragraph (b), and by adding in lieu thereof the phrase "12 U.S.C. 1467a(m)".

PART 563d—SECURITIES OF SAVINGS ASSOCIATIONS

28. The authority citation for part 563d is revised to read as follows:

Authority: 12 U.S.C. 1462a, 1463, 1464; 15 U.S.C. 78c(b), 78l, 78m, 78n, 78w, 78d-1.

§ 563d.200-30 [Removed]

29. Section 563d.200-30 is removed.

PART 563g—SECURITIES OFFERINGS

30. The authority citation for part 563g continues to read as follows:

Authority: 12 U.S.C. 1462a, 1463, 1464; 15 U.S.C. 78c(b), 78l, 78m, 78n, 78p, 78w.

31. Section 563g.5 is amended by revising paragraphs (b)(1) and (b)(2) to read as follows:

§ 563g.5 Filing and signature requirements.

* * * * *

(b) *Number of copies.* (1) Unless otherwise required, any filing under this part shall include nine copies of the document to be filed with the OTS, as follows:

(i) Seven copies, which shall include one manually signed copy with exhibits, three conformed copies with exhibits, and three conformed copies without exhibits, to the Dissemination Branch, Records Management and Information Policy; and

(ii) Two copies, which shall include one manually signed copy with exhibits and one conformed copy, without exhibits, to the Regional Director.

(2) Within five days after the effective date of an offering circular or the commencement of a public offering after the effective date, whichever occurs later, nine copies of the offering circular used shall be filed with the OTS, as follows: seven copies to the Dissemination Branch, Records Management and Information Policy, and two copies to the Regional Director.

* * * * *

§ 563g.22 [Removed]

32. Section 563g.22 is removed.

PART 567—CAPITAL

33. The authority citation for part 567 continues to read as follows:

Authority: 12 U.S.C. 1462, 1462a, 1463, 1464, 1467a, 1828 (note).

34. Section 567.1 is amended by revising the first two sentences of paragraph (p) to read as follows:

§ 567.1 Definitions.

* * * * *

(p) *OECD-based country.* The term *OECD-based country* means a member of the grouping of countries that are full members of the Organization of Economic Cooperation and Development, plus countries that have concluded special lending arrangements with the International Monetary Fund (IMF) associated with the IMF's General Arrangements to Borrow, but excludes

any OECD country which has rescheduled its external sovereign debt in the previous five years. These countries are hereinafter referred to as *OECD countries*. * * *

* * * * *

PART 571—STATEMENTS OF POLICY

35. The authority citation for part 571 continues to read as follows:

Authority: 5 U.S.C. 552, 559; 12 U.S.C. 1462a, 1463, 1464.

§ 571.24 [Amended]

36. Section 571.24 is amended by removing the phrase "parts 528 and 529" in paragraph (a), and by adding in lieu thereof the phrase "part 528".

PART 583—DEFINITIONS

37. The authority citation for part 583 is revised to read as follows:

Authority: 12 U.S.C. 1462, 1462a, 1463, 1464, 1467a, 1468.

§ 583.17 [Amended]

38. Section 583.17 is amended by removing the phrase "§ 584.6 of this subchapter", and by adding in lieu thereof the phrase "12 U.S.C. 1467a(m)".

PART 584—REGULATED ACTIVITIES

39. The authority citation for part 584 continues to read as follows:

Authority: 12 U.S.C. 1462, 1462a, 1463, 1464, 1467a, 1468.

§ 584.2a [Amended]

40. Section 584.2a is amended by removing the phrase "§ 584.6 of this subchapter" in paragraph (a)(2), and by adding in lieu thereof the phrase "12 U.S.C. 1467a(m)".

§ 584.2-1 [Amended]

41. Section 584.2-1 is amended by removing the phrase "§ 584.3 of this part" where it appears in paragraphs (b)(2) and (b)(3) introductory text, and by adding in lieu thereof the phrase "12 U.S.C. 1467a(m)".

§§ 584.3, 584.6, 584.11 [Removed]

42. Sections 584.3, 584.6 and 584.11 are removed.

Dated: August 21, 1995.

By the Office of Thrift Supervision.

Jonathan L. Fiechter,

Acting Director.

[FR Doc. 95-21160 Filed 8-25-95; 8:45 am]

BILLING CODE 6720-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-76-AD]

Airworthiness Directives; Beech Model 400, 400A, and 400T (Military T-1A) Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Beech Model 400, 400A, and 400T (military T-1A) airplanes. This proposal would require modification of the standby instrument lighting system. This proposal is prompted by a report that, due to the design of the standby instrument lighting system, the lighting for the standby instruments dimmed to an unacceptable level when the main electrical power was turned off. The actions specified by the proposed AD are intended to ensure that the standby instrument lighting system adequately illuminates the standby instrument, if normal electrical power is lost or is turned off as a result of fire or smoke in the cockpit.

DATES: Comments must be received by October 10, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-76-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Beech Aircraft Corporation, Commercial Service Department, P.O. Box 85, Wichita, Kansas 67201-0085. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Harvey Nero, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4137; fax (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-76-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-76-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA has received a report indicating that, during evaluation checks of the cockpit lighting of Beech Model 400 airplanes, the lighting for the standby instruments (airspeed indicator, altimeter indicator, and attitude indicator) dimmed to an unacceptable level when the main electrical power was turned off.

During normal operations, the internal lighting for the standby instruments is provided through the dimming control of the pilot's instrument panel. If normal electrical power is lost, the lighting power is then provided through the dimming control of the co-pilot's instrument panel.

Investigation has revealed that setting the dimming control of the co-pilot's instrument panel to the dim position could cause the standby instruments to

dim to an unacceptable level when normal electrical power is lost. The cause of the unacceptable level of lighting has been attributed to the design of the standby instrument lighting system.

If normal electrical power is lost or turned off as a result of fire or smoke in the cockpit, the standby instrument lighting system could fail to adequately illuminate the standby instrument. Lighting of the standby airspeed indicator, standby altimeter indicator, and standby attitude indicator may not be adequate for the pilot to discern during an emergency procedure.

The FAA has reviewed and approved Beechcraft Service Bulletin 2563, dated February 1995, which describes procedures for modification of the standby instrument lighting system. The modification will ensure that the standby instrument lights are fully illuminated in the event of loss of normal electrical power.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require modification of the standby instrument lighting system. The actions would be required to be accomplished in accordance with the service bulletin described previously.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this notice to clarify this long-standing requirement.

There are approximately 189 Model 400, 400A, and 400T airplanes of the affected design in the worldwide fleet. The FAA estimates that 189 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 6 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. The cost of the required parts could range from \$21 to as much as \$471 per airplane. Based on these figures, the total cost impact of the

proposed AD on U.S. operators is estimated to be between \$72,009 (or \$381 per airplane) and \$157,059 (or \$831 per airplane).

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Beech Aircraft Corporation: Docket 95–NM–76–AD.

Applicability: Model 400 airplanes, serial number RJ–61; 400A airplanes, serial

numbers RK–1 through RK–80 inclusive; and 400T (military T–1A) airplanes, serial numbers TT–1 through TT–108 inclusive; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the standby instrument lighting system adequately illuminates the standby instrument, if normal electrical power is lost or is turned off as a result of a fire or smoke in the cockpit, accomplish the following:

(a) Within 200 hours time-in-service after the effective date of this AD, modify the standby instrument lighting system in accordance with Beechcraft Service Bulletin 2563, dated February 1995.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on August 22, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95–21257 Filed 8–25–95; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 898

[Docket No. 94N–0078]

Medical Devices; Proposed Performance Standards for Electrode Lead Wires; Correction

AGENCY: Food and Drug Administration, HHS.

ACTION: Proposed rule; correction.

SUMMARY: The Food and Drug Administration (FDA) is correcting a proposal that appeared in the **Federal Register** of June 21, 1995 (60 FR 32406). That document proposed to establish a performance standard for electrode lead wires. The agency inadvertently designated a part number that was used in another rulemaking. This document corrects that error.

FOR FURTHER INFORMATION CONTACT: Marquita B. Steadman, Center for Devices and Radiological Health (HFZ–84), Food and Drug Administration, 2094 Gaither Rd., Rockville, MD 20850, 301–594–4765, ext. 145.

SUPPLEMENTARY INFORMATION: FR Doc. 95–15086 appearing on page 32406 in the **Federal Register** of June 21, 1995, is corrected as follows:

1. On page 32406, in the first column, in the heading, the CFR citation “897” is corrected to read “898”.

2. On page 32415, in the third column, “21 CFR Part 897” is corrected to read “21 CFR Part 898”.

3. On page 32417, in the first column, amendatory instruction “3” is corrected to read “3. New part 898 is added to read as follows:”.

4. On page 32417, in the first column, part 897 is correctly designated as part 898.

Dated: August 21, 1995.

William K. Hubbard,

Acting Deputy Commissioner for Policy.
[FR Doc. 95–21226 Filed 8–25–95; 8:45 am]

BILLING CODE 4160–01–F